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SECURITY INFORMATION

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COUNTRY East Germany TOPIC Werneuchen Airfield 25X1 25X1A

EVALUATION see below PLACE OBTAINED 25X1A

DATE OF CONTENT 22 December 1952 to 18 January 1953

DATE OBTAINED 25 February 1953

REFERENCES 25X1

PAGES 5 ENCLOSURES (NO. & TYPE)

REMARKS

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SOURCE

- ☐ 1. The following air activity and aircraft were observed at Werneuchen airfield between 2 December 1952 and 1 January 1953:

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2 December. Flying was practiced at the field in hazy weather.

3 December. Between 11:20 a.m. and 1:10 p.m., jet bombers took off.

4 to 9 December. There was no air activity except for a take-off by a Li-2 plane at 2:36 p.m. on 6 December. Usually, there was rainy and foggy weather.

10 December. Between 10:20 a.m. and 1:17 p.m., jet bombers took off and made individual local flights.

11 December. No air activity was observed.

12 December. Between 6 and 9:15 p.m., flying was practiced.

13 December. There was no air activity. Firing was practiced with machine guns.

14 December. There was air activity between 9:20 a.m. and 1:30 p.m.

15 December. There was no air activity.

17 to 21 December. No air activity was performed although the weather was only lightly cloudy and partially clear.

22 December. An Li-2 plane took off at 3 p.m., although no landing had been observed before.

23 December. Between 10 a.m. and 3 p.m., there was air activity by planes which took off individually at intervals of 40 to 45 minutes and remained aloft for 25 to 30 minutes. There was light ground frost and a 8/10 overcast at an altitude of 500 meters.

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24 December. Individually flights were made between 9:30 and 3:30 p.m.

25 December. Between 11 a.m. and 1:15 p.m., three IL-28s made flights of 30 to 40 minutes.

26 December to 1 January. There was no air activity.

2. According to official records, 689 persons were employed at the Werneuchen airfield on 8 December.
3. The following air activity and aircraft were observed at Werneuchen airfield between 15 December 1952 and 18 January 1953:

15 December. There was an almost compact overcast at an altitude of about 800 meters. At about 1:30 p.m., fog developed. There was no air activity.

16 December. At about 10 a.m., the snow storm abated. After 10:30 a.m., take-offs were made by IL-28s and Uil-28s. Air activity was terminated by about 2:30 p.m.

17 to 19 December. There was no air activity, the weather being usually bad.

29 and 30 December. There was heavy snowfall and visibility below 1,000 meters. No air activity was observed.

6 January. Between 11:30 a.m. and 2:30 p.m., an unidentified number of IL-28s made take-offs and individual flights of about 30 minutes. Visibility was about 1,200 meters and the base of clouds was at an altitude of about 600 meters.

7 January. There was no air activity.

9 January. After 9:30 a.m., individual take-offs were made by jet bombers in hazy weather. Air activity was discontinued at 2 p.m. At noon, a take-off was made by a transport plane.

12 January. There was no air activity. The weather was hazy.

13 January. Between 9 a.m. and 2 p.m., flying was practiced. Visibility was about 2 km and the base of clouds at an altitude of about 600 meters.

14 January. Between 1 and 3 p.m., air activity was observed from outside the field.

15 to 18 January. No air activity was observed. The facilities of observation were limited.

Whenever flying was practiced at Werneuchen, 2 radio trucks, 1 fire truck with trailer, 1 ambulance, and 1 or 2 sedans parked at the end of the runway. From the absence of these vehicles the workers at the field inferred that there was no air activity, so they might cross the runway. During air activity the runway was also guarded by a number of sentries who stood along the edge of the runway at intervals of about 500 meters. The radio trucks were occupied by soldiers with earphones. One radio truck had a box-shaped superstructure with windows. At the front of the superstructure it mounted a mast, about 2.5 meters high, from whose top a single wire sloped

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to the rear edge of the box-shaped truck. The other radio truck was equipped with a rod, about 3 meters high, which was set up approximately in the center of the box-shaped superstructure and mounted on its top a horizontal circular antenna about 90 cm in diameter. The antenna consisted of a wire bent into a circle whose center was intersected by two other wires forming a right angle and supporting the circular wire. The intersection of the two inner wires topped the rod projecting from the box-shaped superstructure.¹

4. Except for minor improvements, the shrapnelproof aircraft revetments at the field were completed by 19 December 1952. Twenty-four revetments were located on the northern taxistrip, 3 on the taxistrip directly southeast of the runway and 3 on the taxistrip running from the west end of the runway to the south.²
5. In mid-December 1952, source learned that about 60 percent of the labor force employed at Werneuchen airfield was to be transferred or dismissed. Rumors said that workers eligible for transfer were to be reassigned to the construction projects in Parchim, Tutow, and Schorfheide the contracts for which were given to the Bauunion Brandenburg. In this connection, Ruegen and railroad construction in the Berlin area were also mentioned.³
6. After 12 January, the passes of the workers employed at Werneuchen airfield were checked by a Soviet officer accompanied by a Soviet soldier. According to rumors, this measure will be maintained.
7. In late December, 6 AA guns probably 85-mm guns were observed in the northwestern corner of the field. The guns were dug in individually. They were arranged in two curved parallel lines of three guns each at intervals of 100 to 150 meters. The guns were interconnected by communication trenches, some of which were covered with timber and soil. The quarters of the crews were underground installations, which were entered directly from the emplacements. They were identified from the smokestacks which usually emitted smoke. During two practices, source observed that the crew of each gun included one officers, one NCO and eight EM. In the course of the one practice, source saw a range finder in the middle of the emplacements at which two soldiers stood. Twelve trucks were parked in an open shed west of these AA gun emplacements. They were never observed being operated. One light AA gun emplacement each was also located in the southwestern and the southeastern corner of the airfield. In late December, communication trenches and quarters, similar to those of the 85-mm AA gun emplacements, were under construction there. This work was done only by Soviets.⁴
8. In late 1952, two fuel dumps were located at the field. The one, which was officially referred to as the "Tanklager Sued", Southern Fuel Dump, by the construction staff, was laid out at the end of the railroad spur track running past the southern side of the hangars. It consisted of 48 dug-in tanks. The masonry as well as levelling and grading were largely completed. In early January, this installation was still empty. Another fuel dump which was officially referred to as the "Tanklager Nord", Northern Fuel Dump, was located north of the northernmost point of the northern taxistrip. In early January, excavation work involving a dredger was being done there. Fuel tanks were stored beside the construction site. Originally, this installation had also been scheduled to be completed by 15 December 1952. Completion was delayed due to the frosty weather. About early December, the tanks stored at the construction sites had been checked for tightness at the request of the construction management which was not willing to take the responsibility for the tightness of the tanks.⁴

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11. In the second half of December, source noticed that the field was guarded very strictly. Three men of a labor crew transferred there from another airfield were arrested and detained as partisans and not released before the night after long negotiations. Another worker disappeared from the airfield.

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13.

The following air activity and aircraft were observed at the field between 6 and 10 January:

6 January. Between 1:25 and 3:30 p.m., flying was practiced in gloomy weather. Two UIL-28s including one bearing the red No 80 were identified.

7 January. There was no air activity. The weather was gloomy.

8 January. Between 11:30 a.m. and 2:35 p.m., flying was practiced. An UIL-28 plane practiced taking off and landing.

9 January. Between 9:10 a.m. and 12:10 p.m., take-offs and landings were made by UIL-28s [redacted] and IL-28s [redacted]

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10 January. Between 6 and 9 a.m., there was no air activity.¹

14. At about 6:45 a.m. on 10 January, four tank trucks approached the jet bombers parked in front of the hangars. One aircraft was coupled to each tank truck and towed to the northern taxistrip. One jet bomber each was pushed there into revetments No 1 and 2; the two other jet bombers were left on the taxistrip. At the same time, 4 officers and 40 soldiers marched to the aircraft. Ten men each surrounded and secured revetments No 1 and 2; the other 2 officers and 20 men stood around the planes parked on the taxistrip. All soldiers carried submachine guns. At about 8:30 a.m., the soldiers left, and the jet bombers were returned to the hangars.

15. In early January, the new fuel dump in the southern section of the field was completed. It was surrounded by a barbed-wire fence. A storage shed for oil and fuel tanks was set up on the approach road to the fuel dump.⁴

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[redacted] Com ent. Flying duty of the two bomber regiments stationed at Verneuchen airfield was confined individual trainings flights. No flights were observed in bad weather. The aircraft numbers mentioned in the report are known.

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25X1 2. [] Comment. A total number of 32 shrapnelproof aircraft revetments for IL-28s was scheduled to be constructed at the field. According to the present report, the construction of the revetments is largely completed. The locations of the revetments were shown in Annexes to previous reports. See [] , 25X1A

25X1A 3. [] Comment. The transfer of labor to Parchim and Schorfheide airfields is considered possible. According to an unconfirmed report, the improvement of Tutow airfield will be postponed due to shortage of funds.

4. [] Comment. The locations of the two fuel dumps were shown in photostats attached to previous reports. [] 25X1
[] According to the previous reports, the total capacity of the two dumps is about 2,000 cubic meters.

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